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TRANSPORTATION AND COMMUNICATIONS INFORMATION ON RUMANIA

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NEW RAILROAD LINES

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In February 1950, work began on a new single-track railroad line from Piatra-Neamt to Straja and Bicaz, later to be extended 2 kilometers past Bicaz to the road to Secu. The new standard-gauge line will serve mainly to carry materials for the new hydroelectric power plant which will be built near Bicaz.

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Toward the end of 1948, the single-track railroad line connecting Vatra Dornei with Ilva Mare and Ilva Mica was completed.

Fall 1949

The new single-track line connecting Bumbestii-Jiu with Livezeni was completed.

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A railroad connection and a new section of highway have been built from Chitila to "Padurea Buftea," where a new movie studio center will be erected. The work site and the mess halls for the workers at the future movie center are now being constructed.

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A single-track cut-off has recently been put into operation on the Tecuci sector. This cut-off will permit through trains from Iasi and Barlad to Marasesti and beyond to avoid going into Tecuci and then taking the western branch to Marasesti.

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A new single-track, standard-gauge railroad was under construction from Ilva-Mare via Visaului to an undetermined point on the Czech-Polish border. The length of the line is 90 to 100 kilometers with five tunnels, one of which is 5 kilometers. The work began in 1947 and the line is to be completed in February 1950. From April to December 1948, about 30,000 were employed, according to the source, who worked there as a stone mason. It was said that the workers would be transferred en masse to the Danube-Black Sea Canal in February 1950.

Spring 1948

The double tracking of the railroad line from Stalin town to Ploesti has been completed.

RAILROAD STRIKE

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In the first part of February 1950, the railroad workers of Bucharest wanted to stage a strike in protest over the low standard of living. The authorities were warned ahead of time, and so on the fixed date the militia arrived. The leaders were dismissed and the others were transferred to distant cities.

REPAIR SHOPS AND FACTORY

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The locomotive repair shop at Galati is attached to the railroad station. The complex consists of six buildings of small dimensions and is surrounded by a stockade. The employees number approximately 500.

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At Iasi, there is a locomotive and railroad car factory, called Atelier CFR Nicolina, in the Socola quarter. The factory employs about 3,000 workers in one shift, from 0700 to 1500 hours. The locomotives and cars are made for either of two gauges, depending on whether they are to be used on the Rumanian railroads or the Soviet.

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There is a large railroad shop about 2.5 kilometers south of the Iasi railroad station on the east side of the tracks. This shop employs about 3,000 workers, builds freight cars, effects complete repairs of steam and diesel locomotives, and repairs freight and passenger cars. It is equipped with a

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foundry and machine tools. New Czech machinery has recently been installed, imported from the USSR. The shop can also now produce pistons for diesel motors which formerly were made only at the 23 August Plant in Bucharest. Soviet-gauge cars are being built, and the shop is capable of converting Rumanian rolling stock to Soviet-gauge. There are Soviet engineers and inspectors for the equipment to be sent to the USSR. The inspections are said to be very strict.

MOTOR VEHICLE CHECK

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Agents of the DAC (Directorate of Purchasing and Collecting) make constant checks on the motor vehicles in Bucharest. Any vehicles which are not up to standard are declared out of use and are sequestered for use as scrap metal.

DANUBE-BLACK SEA CANAL PROJECT

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Work was started on the Danube-Black Sea Canal in 1942 but was interrupted in fall 1943 by the war and was finally resumed on 15 July 1949. In April 1950, the work was still in the embryonic stage, although much mechanized equipment had been assigned to the project at the end of 1949 and the beginning of 1950. The canal is scheduled for completion in 1955. The length is to be 65 to 70 kilometers.

March 1950

In March 1950, the width of the canal was to be 75 meters. [redacted] at a meeting of technicians, at which the Director-General presided, it had been decided to enlarge the width to 150 meters. However, there has been no change in the work now being done.

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The course of the canal will be from Cernavoda to Medgidia to Poarta-Alba to Tasaul to the Black Sea. Starting at Cernavoda Harbor, the canal curves southward and reaches Poarta-Alba; from there it follows a straight line to Tasaul. About 2 kilometers west of Tasaul, the canal will have three branches, rectilinear and 40 meters wide: one will extend to Navodari about 500 meters away and 3 kilometers northeast of Mamaia; one, about 4,000 meters long, will extend to the Black Sea about 3 kilometers north of Navodari; the last branch will extend to the Black Sea just south of Cape Midia, but the exact location is not known. At four points along the canal locks with retractable (?) gates will be built. The source has no additional information.

The offices of the canal management are located at Constanta in Lenin Park (formerly Ovidio Park) in a seven-story building with the dimensions 60 x 30 meters. This is the largest building in the park, is painted white, and has a terrace roof.

The General Manager is Hossu, a former Rumanian railroad worker. Hossu was condemned to 25 years' imprisonment in 1939 for having led a riot of railroad workers who had not obtained the promised economic advances. He is an affable, competent person. The assistant manager is [redacted] Constanti-nescu. The personnel numbers about 100.

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There is a current rumor that Hossu will be replaced by Doncia, formerly manager of the monopoly supplying Bucharest with food. Doncia, while still manager of the monopoly, was placed on trial in spring 1949 for the theft of 2,500,000 lei.

The manager for the Cernavoda region is Engineer Mihailescu, 35 years old; for the Medgidia region, Engineer Serbanoi, 50 years old.

At Cernavoda, work has been started on the canal beginning at 20 meters from the right bank of the Danube River and extending for 5 kilometers along the curve. Along this distance, the levees, which are 3 or 4 meters high in some places, have been made from earth brought from other places. The distance between levees is 75 meters. No deep excavations have been started.

Along the rest of the canal, the excavations have reached a maximum depth of 5 meters. The construction of levees has not been begun.

Cernavoda Harbor, on the left bank of the Danube River, is being enlarged and will be served by a single-track railroad from the Danurea Station. The ballast is being laid on this 10-kilometer stretch, which curves because of the hilly terrain.

The construction of a drainage canal, 5 meters wide, 2 meters deep, and 4 kilometers long, has been completed in the Cernavoda region. This canal will drain the marshy land and carry the water to the Danube River and thus permit excavation of the main canal.

The Cernavoda-Medgidia railroad line will follow a new course. The source cannot be more specific because he only saw sporadic work.

Mechanized Equipment

Most of the mechanized equipment for the project was sent from Czechoslovakia and the USSR at the end of 1949 or the beginning of 1950. (The figures below are only approximate.)

1. Cernavoda-Medgidia: 20 light, tracked, steam tractors of German production MAG; 4 American caterpillar tractors; 120 5- and 7-ton trucks, mostly Czech Praga, with and without trailers; 40 7-ton dump trucks; 20 Skoda with the bed operated by compressed air and 20 Soviet with the bed operated by an arrangement on the drive shaft; 70 jeep-like vehicles of American, Soviet (GAZ), and Czech (Skoda) origin.

2. Poarta-Alba: 20 heavy Skoda excavators; 40 Skoda 7-ton trucks; 60 Skoda and Soviet dump trucks with bed operated by compressed air; 30 jeeps of American, Soviet (GAZ), and Czech (Skoda) origin.

3. Tasaul: 30 heavy excavators; 80 3- and 5-ton trucks; 40 dumping excavators [possibly dump trucks or carryalls]; 100 American jeeps for the use of personnel from Constanta.

Garages

Garage facilities are as follows: At Cernavoda, two new brick buildings, 60 x 20 meters, on the north side of the highway to Medgidia at the corner of Via Seimeni. At Medgidia, two buildings similar to those in Cernavoda, located one kilometer east of Medgidia on the Constanta highway. At Poarta-Alba, two buildings similar to those at Cernavoda and Medgidia, located 2 kilometers east

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of town on the Constanta highway. At Tasaui, four buildings of the same dimensions as the foregoing, located 2 kilometers east of the town on the Constanta highway. At Constanta, only old buildings which were formerly public garages on the Mamaia highway near the Black Sea.

Labor and Housing

At Cernavoda, there are six engineers, including the regional manager, and 500 workers; at Medgidia, six engineers, including the regional manager, and 500 workers; at Poarta-Alba, 2,300 workers including the 2,000 political prisoners from the Poarta-Alba concentration camp; at Tasaui, 500 workers.

Working hours are from 0700 to 1200 and 1400 to 1700.

At Saligni there are wooden barracks which can house 2,000 persons located around the edge of the town. At Cernavoda, in the area around Via Seimeni, 100 houses, two-story, 25 x 6 meters, have just been completed. The source says that the political commissars' families will be lodged in these.

Pay

Diggers	95 lei per day
Mechanics	200-250 lei per day
Carpenters	5,000-7,000 lei per month
Masons	150-250 lei per day
Master mason	345 lei per day
Engineers	25,000-50,000 lei per month
Political commissars	30,000 lei per month

Those who eat at the canteens are assessed 45 lei per day for meals; other deductions are 10 percent for union dues, one percent for medical aid, and one percent of the Communist Party.

Canteens

The mess halls are wooden barracks close to the living quarters. Meals are as follows:

0600	Coffee substitute
	Marmalade, 50 grams
	Black bread, 100 grams
1200	Potato or carrot soup
	Greens
	Bread, 200 grams
1700	Same as at 1200

Meat is served three times a week in 250-gram helpings.

Awards and Political Control

The general manager at Constanta has a "territorial fund" which is used to award outstanding workers and employees. The top prize is 10,000 lei.

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A worker receives a 20-percent pay increase for exceeding his norm.

There is a general lack of specialized workers.

All workers are obliged to attend political meetings led by the political commissars. These meetings are held daily from 1900 to 2200 or 2300 in special barracks. The political commissars are former workers on the canal who have been sent to political schools at Bucharest and Constanta. In the Cernavoda zone, the number of political commissars is about 150. On Sundays, all workers are required to buy Scanteia, the official organ of the Rumanian Communist Party, and Canale, the organ of the administration of the Danube-Black Sea Canal.

CIVIL AIRFIELDS AND GLIDER SCHOOL

The civil airfield at Iasi is located about 4 kilometers from the city on the road to Ungheni. The field is about 4,000 x 4,000 meters with a natural, grass surface and is not enclosed. The peasants have permission to use the outskirts of the field to pasture their sheep, goats, and cows. The airfield has a school for glider training, and the Bucharest-Bacau-Iasi civil airline also lands here. On the field are the following installations:

1. Glider school administration; two-story brick building, recently remodeled, with nine rooms -- headquarters of the glider school, kitchen and mess for the trainees, two dormitories for the trainees, clothing and food storehouse, reading room, training and study hall, and a recreation room.
2. Management of the civilian airfield: a brick building divided into four rooms -- management of the civil airport and the radio broadcasting and receiving set, passenger waiting room, quarters for the personnel, storeroom.
3. Wooden hangar, about 30 x 15 meters, houses the engine aircraft and the gliders of the school and three air ambulances.
4. Hangars destroyed during the war.

Glider School

The "Scuola de Svor fara Motor IARS" (IARS Motorless Flying School) was opened in 1948.

The school is directed by a captain of the Rumanian Air Force, assisted by a lieutenant, a staff sergeant, and a master sergeant who are all pilots. The pupils range between 16 and 20 years and must have completed 7 years of school and have the proper physical requirements. The pupils sign a statement relieving the Rumanian People's Republic of all responsibility in case of accidents. The course lasts 3 months and the pupils are assigned to courses A, B, and C and later wear insignias with one, two, or three stripes, respectively, on a blue field. There are three courses per year -- from April to June, July to September, and October to December. There are no courses given from January to March because of bad weather conditions. There are 15-20 cadets in each course. At the end of the course, the cadets return home and may then request enrollment in the Rumanian Air Force. The preferred license is that of glider pilot.

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The following equipment is located at the school: 5 cantilever-wing gliders, with the notch in the central section of the fuselage, one- and two-seat, Rumanian manufacture, type IR-2; 2 fixed-wing gliders, with open cockpit, one-seat, Rumanian manufacture, type S; 2 high-wing monoplanes, single-engine, fixed under carriage, two-seat, side-by-side, dual controls, Rumanian manufacture, type Friker; one IAR-102 low-wing monoplane, cantilever wing, single in-line engine, two-seat, tandem, dual controls, fixed landing gear, manufactured at Stalin town (formerly Brasov).

There is intense activity during the courses, but the source cannot detail the practical and theoretical training. The glider launching is done by winches and the towing by Friker aircraft. The IAR-102 is used to train Rumanian Air Force pilots at the school.

There is an airfield for Rumanian civil airlines about 5 kilometers north of Bacau. It is a grass field without runway, hangars, or ships. There is only one small building on the field which is used by the manager and for the passengers. There is a windsock on the roof of the building. The field is used only as a landing field for passengers of the Bucharest, Galati, Bacau, and Iasi civil airlines.

The Bacau civil airfield is located about 4 kilometers north of the city. Ships of TARS land here. These are two-engine craft and are used on the Bucharest-Bacau-Iasi line.

The ships of the Bucharest-Bacau-Iasi line call at the Iasi civilian airfield. A two-engine ship, with radial motors, of unidentified Soviet manufacture is stationed at the field.

A ship of the civilian airline did a ground loop on landing at the Iasi airfield because of the unevenness of the landing strip. The right wing was damaged but the crew and passengers were not hurt. The replacement for the damaged wing was brought from Bucharest by a trimotor plane, a German Junker 52, which belonged to the Rumanian Air Force.

AIR AMBULANCES

There are three aircraft at the Iasi airfield specially equipped to handle ambulance cases. They are two-wing, radial engine ships which are single-place with fixed landing gear. In the fuselage, which has two lateral openings, there are two hammocks placed side by side and hung by leather straps. The hammocks are about 40 centimeters from the floor of the fuselage. The ships can carry only three persons, including the pilot. If two sick persons are to be transported, the nurse cannot accompany them. These ships are used to pick up cases up to 200 kilometers from Iasi and bring them to the hospital in that city. The ships land at auxiliary fields or on specially prepared runways at various localities. The source saw two of these air ambulances take off, one piloted by a woman. The source states that air ambulances also operate from Bucarest and one other city, the name of which he does not know.

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SOVIET AND RUMANIAN POLICE INTERFERENCE IN CIVIL AVIATION

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All ships for the transport of passengers and cargo are commanded by a Soviet official who also serves as first pilot. In addition, each ship is guarded during flight by an agent of the Rumanian Political Police (Securitatea) armed with a pistol. These measures have been adopted to prevent the ships being landed in other countries.

BROADCASTING STATIONS

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There are ten broadcasting stations under construction:

One at Bucharest, has a power of 200 kilowatts. Power stations, thermal and hydraulic, have already been built at Baneasa. The station is to begin operation about June 1950.

One is at Tancabesti.

The other eight cannot be precisely located by the source, who obtained his information from friends who had helped to build the other two.

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